

# Out of the Blue

Waikerie Gliding Club Newsletter

MARCH 2008

## Notices

### 1. Credit Facilities

Please remember all drinks, meals and miscellaneous purchases around the club are cash only – no credit.

### 2. FLARM

Regular software upgrade should have been undertaken to all flarm units by the next time you fly, Might be worth checking prior to flight.

### 3. Calling all Crew

Crew meeting scheduled for 9:30am Saturday 15<sup>th</sup> March 2008 and 7<sup>th</sup> November at Waikerie briefing room. Bring log books for checks and authorizations.

During these weekends, there will also be Committee Meetings (on the Friday evening 14<sup>th</sup> March and 7<sup>th</sup> November respectively) and a Flight Crew Meeting on the Saturday morning.

It is hoped that these weekends can be planned such that checkflights and any Instructor, AEI or Tug Pilot revalidations can be undertaken, together with any specific Operational items members wish to undertake – such as Dual Aerotowing, Formation Flying, etc. It is also appropriate that training and / or instructional briefings be included (weather permitting). Instructors and tug Crews please put these dates in your Diary.

### 4. Polo Shirts

A range of new **POLO SHIRTS**, which feature the Club name, "Waikerie Gliding Club" embroidered above the breast pocket, are now available.

The short sleeved POLO SHIRTS come in a small range of colours and various sizes (S, M, L, XL, XXL), at a cost of \$26.00 each. They are available in the Office.

### 5. Everything Aeronautical

The Club plans to host a "Fly-in" to Waikerie on the weekend of Saturday 25<sup>th</sup> and 26<sup>th</sup> October 2008. This event will coincide with the annual Sport Aircraft Club Fly-in.

All groups with an interest "off the ground" are being invited to Waikerie for the day - or the weekend - aeromodellers, parachutists, balloonists, ultra-lights, warbirds, antiques, rotor-craft, glider pilots - everyone is welcome.

A program is being developed to ensure an action packed and interesting day.

It is planned to host a dinner on Saturday evening - with a comprehensive aviation quiz covering all of the "disciplines" present.

The club is planned to host a similar weekend on an annual basis - the last weekend in October each year.

Put the above date in your Diary. John Hudson

## Operations

### 1. Lock up

It would be great if all users of the club facilities could ensure all doors are secured and locked over night. This is particularly important after using the facilities on a Sunday. Lock when you leave and check fridges in member's kitchen – left over food and rubbish please place in the wheelie bins.

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## DIARY DATES

<b>Annual General Meeting</b>	Sat 17 <sup>th</sup> May (2pm) 2008
<b>Next Committee Meeting</b>	Friday 14 <sup>th</sup> March 2008
<b>Member's Flying Days</b>	Saturday 15 <sup>th</sup> Sun16 <sup>th</sup> March
<b>Public Hol's L/Weekends</b>	Check WGC web page

## 2. Sale of Twins

The Club's Twins IKU & IKO have been sold to Phil Hollick – We wish Phil all the best with his new venture. The twins will remain at Waikerie for the time being. The club has arranged for the use of the Duo Discus DDH to cover our advanced training needs.

## 3. For Sale

We have sold one of the clubs caravans, good news and recently a Caravan has been stolen from the Club's Caravan Park at Waikerie aerodrome, bad news.

Waikerie Gliding Club has for sale one other caravan located in the Caravan Park at Waikerie. The van has not been used for some time, and is offered for sale to interested members, on the basis of

**"as is, where is".**

One additional van is available for sale from one of our Japanese members. For further information contact John Hudson.

## 4. Flight Training Adelaide

Further to a written application presented to Council and the Gliding Club to use the WKI aerodrome mid week (over winter) by Flight Training Adelaide.

The Committee agreed at our last Meeting to reply to Flight Training Adelaide (FTA) and advise that in principle, we agree to hire the briefing room to FTA. FTA have arranged for CASA to inspect the Briefing Room, to determine its acceptance as a "training facility" under the terms of the FTA AOC. The inspection has taken place and FTA are awaiting CASA's response.

FTA will advise the club as soon as they are ready to proceed. It is planned to attempt to initially negotiate a monetary fee and (WGC) assets upgrade (for the Briefing Room, including Whiteboards, new wall map, computer/monitor/printer, furniture etc) in return for the use of the briefing room and toilets if they are required.

## Committee Meetings and Members Flying Schedule, 2008

**Members Flying Days Comment/Discussion/Topic**  
**Check our weekend calendar on the web to ensure a crew is available.**

<b>14.03.08</b>	<b>Committee Meeting</b>
<b>15.03.08 - 16.03.08</b>	<b>Flying Days</b>
<b>29.03.08 - 30.03.08</b>	<b>Flying Days</b>
<b>12.04.08 - 13.04.08</b>	<b>Flying Days</b>
<b>26.04.08 - 27.04.08</b>	<b>Flying Days</b>
<b>10.05.08 - 11.05.08</b>	<b>WORKING BEE</b>

## MEMORIES

### Anders Olsson

Joined the Waikerie Gliding Club in 1985 and maintained continuous membership until 2006. Anders traveled each year to Australia to fly at Waikerie.

After learning to fly in a Bergfalke in Europe, and having 18 flights off aerotow launches to solo, which occurred on 24<sup>th</sup> July 1972, in a flight of 15 minutes duration.

His first single seater was the Grunau Baby IV.

Anders experience in Club gliders includes:

AS W20 (1983)

LS3 (1983),

Nimbus 11 (1985)

He recalled his "best" flight in a WGC Glider was a 1000km flight in CU **or maybe**, it was the flight when it took him one hour and 85 km to get back to release altitude (1000 m) in CU

Anders recalled his most treasured memory of gliding with WGC was a 400 km flight without turning, in the AS W22 GQL,

His longest duration flight was in the Nimbus II, with a duration 10 Hrs 9 Minutes

Another vivid memory Anders distinctly remembers is that after flying a 1000 km flight, in his own words "I got a kiss each from Mr. and Mrs. Mudge".

**Anders Olsson 2007.**

*Anders has visited Waikerie at the end of his soaring season in Australia for the last two years (07 & 08) we really appreciate his over 1000 klm drive just to keeping in touch.*

## Interesting Snip-it

In our high school library, at the librarian's desk there was a pair of scissors for students to use. To stop people from stealing them the genius had tied them to the leg of the desk with a piece of string.

## GFA Annual General meeting

We are fortunate the Gliding Federation of Australia AGM/ABN is being held in Adelaide this year over the weekend of the 6th & 7th September 2008

The Saturday will be seminars and guest speakers, followed by a dinner and award presentations, and will be worthwhile attending. Previous sessions in Melbourne and Queensland have been excellent.

## 'OUT OF THE BLUE'

SEND YOU'RE NEWS ARTICLES, ITEMS OF INTEREST  
OR ANY SUGGESTIONS FOR FUTURE TOPICS TO:

[gjack@tpg.com.au](mailto:gjack@tpg.com.au)

### New Members

We have welcomed many new and past members to the Waikerie Gliding Club over the current soaring season. Mr. Takahashi, Mr. Teranishi & Mr. Terakawa will again be joining us for next summer.

Art Hohmann, has rejoined WGC. Art was an active flying member some years ago.

Kym Zeppel, has joined WGC. Some members will know Kym, who has been at Waikerie for the past 2 seasons, crewing for Nigel Zimmermann, when Nigel has been flying during Coaching Week and in the State Comps. Kym, who regularly flies ultralights, initially joined the Renmark Club where he undertook his initial training.

John Ridge, has recently joined WGC. Some members will have met John, who crewed for his brother (Mike) during Coaching Week in January past. John, who resides at Gumeracha, flew some years ago at ASC (Gawler).

On behalf of the members of WGC, I extend a warm welcome to Art, Kym and John.

John Hudson

### Aerodrome operations

With the LONG HOT summer, continuing drought and ongoing water restrictions, our launch pads are under significant stress. It is therefore necessary that we take the following actions when operating on or near the launch pads.

- a) Only take off from the centre of each launch pad, even if this means moving the glider across to the centre of the pad. This section of the pads receives most water during irrigation.
- b) Limit the use of the launch pads (by cars and other vehicles) as much as possible.

Tug pilots have been asked, and will be continually reminded, to only provide a launch from the centre of the pads.

Caltrop is out there; keep an eye out for it especially after the next rain. Remove any plants from the airfield and collect and place in a bin as many of the spike seed pods as possible. We have acquired a tractor operated spray system and will need some volunteers to operators and spray this noxious weed over the coming months.

## Annual General Meeting

The Club's Annual General Meeting is scheduled for Saturday 24<sup>th</sup> May 2008. The AGM is an important event in the Club Calendar, and we encourage all members to attend.

Weather permitting, this will be a normal flying day, with a break at 1400 Hrs to allow the AGM to take place. Dinner will be served in the clubrooms at the end of the days flying.

### When up is down and down is up

I am sure one of the reasons this edition of Out of the Blue is late is because I wanted to avoid writing this article. This year I wanted to expand my abilities and get out of my comfort zone of flying the Discus. In discussions with friends the LS7 was known to be a challenge to fly first up without getting to know her. Don't blast off across country and expect to achieve the same performance as you have been use to in the Discus. Water, speed to fly and instruments are all critical elements to master. 532k in 5 hours not bad; couple of weeks ago 300k in under three hours not bad. What about on a scratchy day during coaching week when I flew the whole task with the wheel down. This proves that the clear check and ensure the glider is set up at the top of tow is critical. Have you thought about doing your FUST and just going through the motion. Well I did and put the wheel up; because in the LS7 compared to the Discus; up is down and down is up. That should not matter we have become accustomed to buzzers going off when the airbrakes are opened. The mistake I cannot forgive myself for is I did not move the floppy pants I was wearing and look at the placard which said 'Down'. I will never forget **that** landing. I appreciate the thoughtful words extended to me. Thanks to Craig for getting me in the air the next day. Sticking with me, dragging me around, and just making the circles of an AAT. I was struggling, almost outlanding at the start point; painstaking slow when others were achieving reasonable speeds. Nigel after checking the LS7 next morning walked into the trailing edge of Bernard ASH 25P wing and did serious damage to his eye brow. She is an easy glider to fly and a great addition to our fleet. Be prepared to practice and test out the best speeds to fly in varying conditions. I will be getting the Gel coat on her belly fixed after Mark returns from his working holiday in Europe. Jet

# "Everything Aeronautical"

Hosted by *Waikerie Gliding Club.*



***Waikerie Aerodrome, Saturday October 25<sup>th</sup>,  
Sunday October 26<sup>th</sup>, 2008***

Put this annual event into your Calendar – the last weekend in October

**Everyone with an interest in things "Aeronautical" – from kites, aeromodelers & model rockets, balloons, hang-gliders and sailplanes to sport aircraft, micro-lights homebuilts, antiques, vintage, warbirds, gyro-copters, and parachutists to rocketists - everyone is welcome to come to Waikerie.**

**Come for the day – Saturday 25<sup>th</sup> October 2008 - or the weekend.**

**Meet and talk to people with similar interests,  
Pilots, builders, owners, maintainers, restorers, suppliers,  
See a wide variety of "flying machines".**

**See the AS-W20 Tri-jet glider**

**Try your hand in a "Maggot Race" around a (short) defined route to identify objects etc while carrying a data logger (will be provided), to be downloaded for all to see.  
Practice your aviation knowledge in the "Aviation Quiz" after Dinner on Saturday evening.**

**Plenty of aircraft parking, good tie-down facilities  
Light snacks and refreshments available during the day**

**Dinner on Saturday evening for those who wish to stay (Bookings essential) – complete with an "Aviation Quiz".**

**For further details, information, phone John Hudson  
08 82725929**

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*"When once you have tasted flight, you will always walk with your eyes turned skyward, for there you have been and there you will always be" ..... Leonardo da Vinci*

## Killien Barograph

The old "Killien" home-made barograph is on display in the Office at Waikerie.

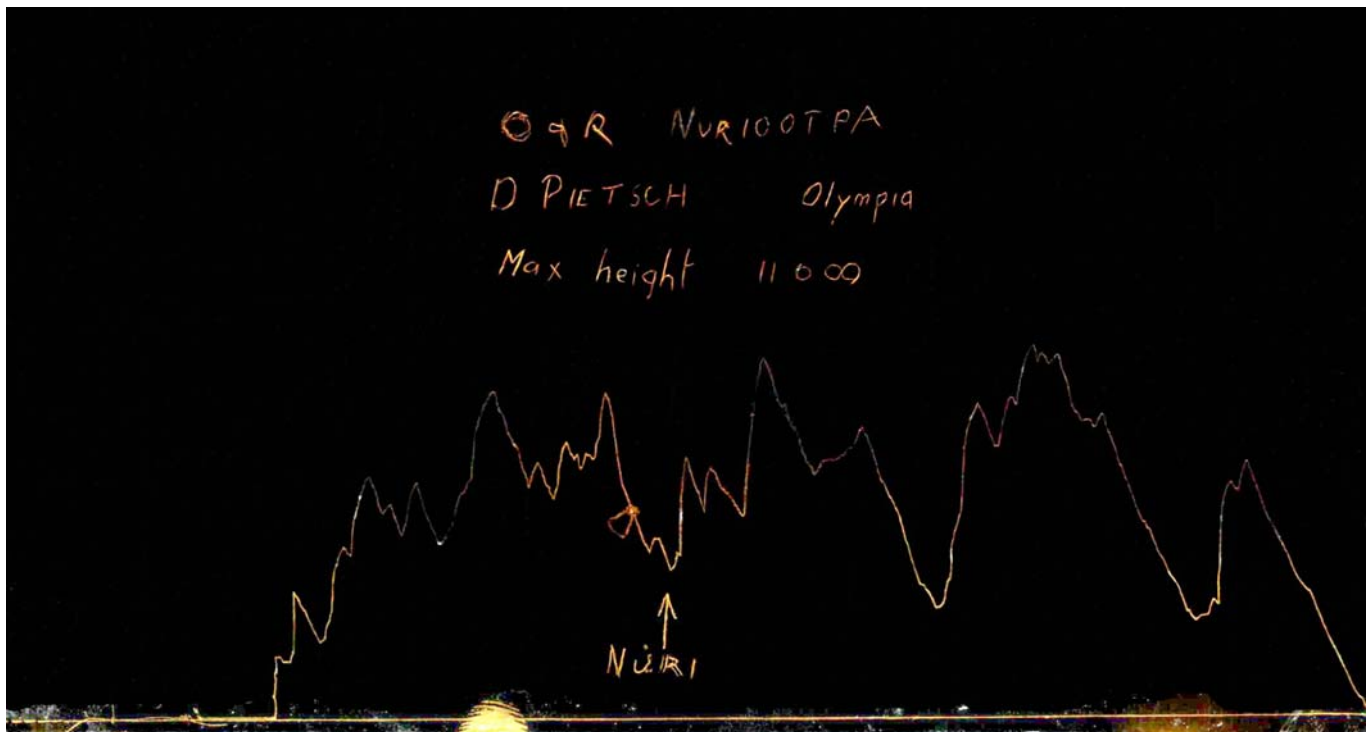
This Barograph was hand-made by Club member **Alf Killien** (circa 1950). Alf, an ex-RAAF Engineer, constructed the Barograph from various bits & pieces. While similar in appearance to the Winter Barographs which became popular in gliding, size was obviously not a big consideration for this home-made unit, which was used to record many height gains by Club members.

In January 2008, David Pietsch recalled using this Barograph and provided a copy of the trace produced by the Barograph, below.

"Remarkably, I still have a barograph trace made by the Killien Barograph! It was made on 8th January 1966 during the 6th Australian Nationals held at Waikerie. The task was a 124mile (200km) out and return to Nuriootpa and back. I was flying the Olympia "Yellow Witch" in a team with Dudley Schultz, David Schenke and David Jones. The flight in question was the second last day of the competition and it was a rather good day. Thermals were going to 11,000ft under cumulus.

I remember that I got airsick around Nuriootpa, one of the few times I have been airsick in a glider. On the way back I crossed the river just north of Blanchetown and then climbed to around 10,000', during which time I drifted back across the river due to the easterly headwind. Not realising this (most likely head too much in cockpit!) when I left the thermal I put the river behind me expecting to see Waikerie ahead. Not seeing Waikerie, since of course I was now heading back towards the Barossa, I can recall a couple of minutes of complete disorientation in the cockpit until I worked out what had happened. A salutary lesson I have never forgotten. Due to the headwind and the performance of the Olympia (1:24 at about 50mph) I needed to take another climb somewhere around Sunlands to around 7,000ft and I remember actually reaching somewhere between 80 and 100mph on the final glide. Wow!!! I won the day. (The first contest day that I ever won - I was 16 years old!).

On the same day Malcolm Jinks broke the Australian speed record for the 300km triangle, flying around the Waikerie, Nuriootpa, Karoonda triangle with a speed of 59mph (95kph) in a Boomerang. At the end of the competition Dudley Schultz and David Jones were equal Australian League 2 National Champions and in League 1 Malcolm Jinks was National Champion, with Bob Martin the Runner Up."



Out and return WKI to Nuriootpa pilot David Pietsch in the Olympia – 8<sup>th</sup> January 1966.